Contract Repair Information System Pilot (CRISP)

Phase 2

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PRESENTATION OBJECTIVES

- Problem Description
- Review Program Objectives
- Review State of Government Initiatives
- Review CRISP Phase 2 & Phase 3 Plan
- Review Technical Approach
- Discuss Critical Next Steps
- Answer questions

CURRENT SITUATION

Contractor

Contractor manually inputs status that is fed to WEB/EDI, and provides/gets contract info by phone

Batch

G009 or CAV II

Batch

D035K

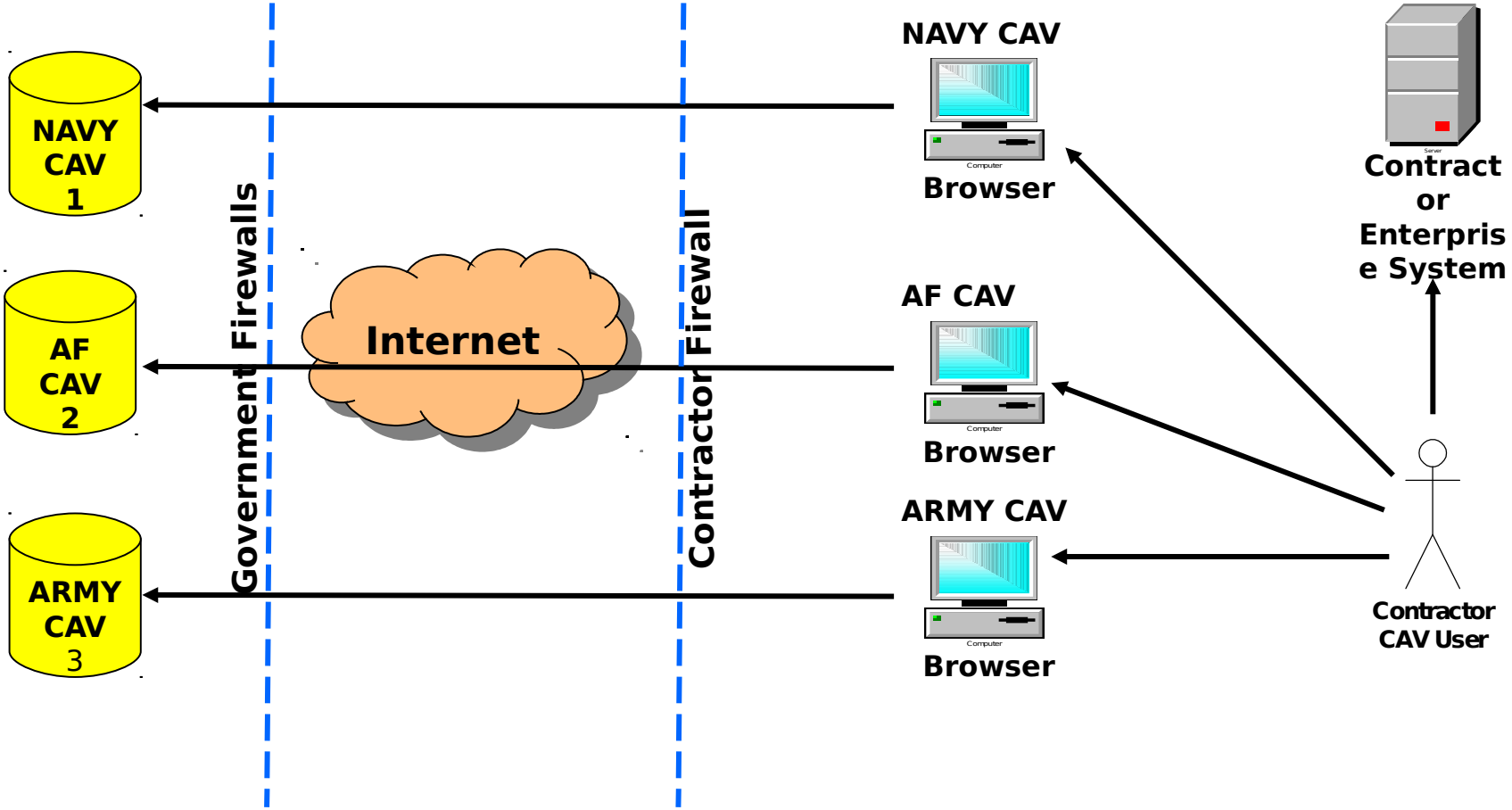
PCO/PMS calls contractor for status

Service IM / P

Item Manager calls PCO/PMS for status

IMs, PMSs, Contractors must perform manual workarounds to get reliable information!

CURRENT CONTRACTOR CAV PROCESS



And usually, each contractor has multiple contracts in place with a single customer to repair items…each with a CLIN to provide repair status

CONSEQUENCES

- Unnecessary data entry burden for the contractor
- Increased turn-around times
- Increased inventory levels by DoD
- Inaccurate/slow repair and delivery status

Impacts Weapon System Availability

- Low return on DoD and contractor investment in ERP and e-commerce capabilities

SOLUTION

CRISP will deliver a proven means for establishing a direct connection and a set of standard, repeatable processes based on Internet technologies. The result will provide supply chain professionals timely visibility of assets undergoing repair at contractor facilities.

DEPOT BENEFITS

- Better information enables better management
  - Less inventory
  - Better planning
  - Reduced funded undelivered
  - More accurate delivery schedules
  - Performance-based repair contracts
- Less chasing information, more managing items
  - Item managers can respond to customer faster and with less effort
  - Reduced need for status updates to customers

WARFIGHTER BENEFITS

- Quick, accurate response to warfighter inquiries
- Reduced time chasing assets
- Increased issue effectiveness
- Reduced NMCS from contractor-repaired assets

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Repair Contractor Objectives

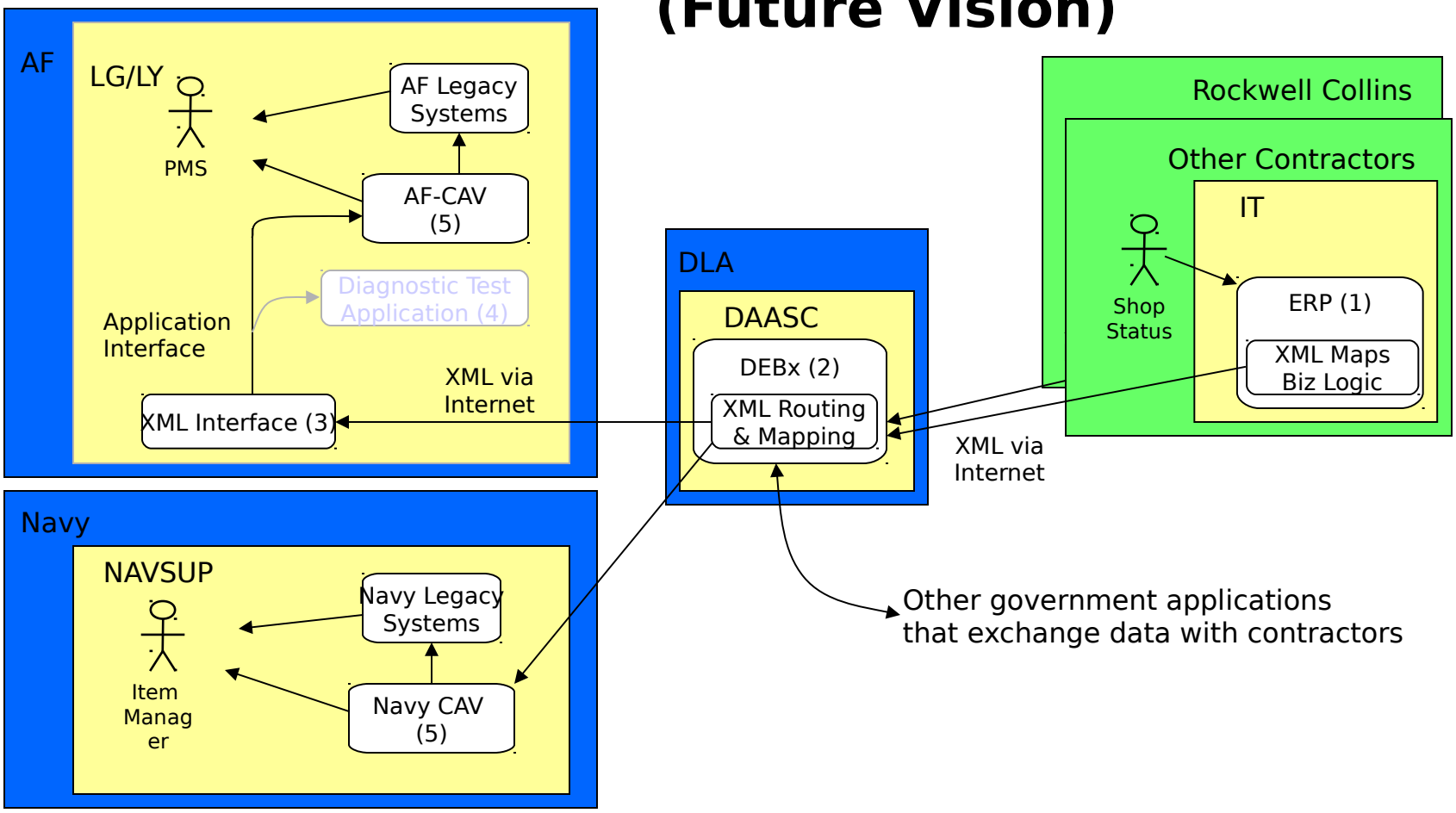
- Improved service to our customers
  - Timely and accurate data
  - Reduced costs
- Reduce non-value added steps
  - Manual data input
  - Duplicate data entry in multiple data system
  - Reduction in data entry errors
  - Consistent approach across Services
- Work with customer in the design of future systems

Rockwell Collins Proprietary

Program Objectives and Success Criteria

- DSC focus is improving sustainment through government and industry cooperation
- CRISP should demonstrate that everyone wins when government and industry share information as trading partners – many other opportunities beyond contractor repair
- Success Criteria
  - CRISP connection works (Phase 2 technical)
  - Item Manager is better able to support war fighter (Phase 3)
  - Significant contractors justify and adopt CRISP
  - Contract repair success spawns other opportunities for government-Industry information sharing (leverage approach)

CRISP Transaction Flow (Future Vision)



(1) Upon status change, send on-line XML transaction to DAASC
(2) Route incoming to specific application at a site
(3) Receive XML transactions, error handling, & convert to AF-LMS application interface
(4) Diagnostic test application to isolate communications problems
(5) Maintain status of repair, user interface, interface to update legacy applications

DEFENSE SUSTAINMENT CONSORTIUM

AF CAV - REPAIR TRACKING APPLICATION FUNCTIONS

Repair Item Status

- Receipt (K1/K2)
- Induct (L1)
- Reinduct AWP (L2)
- Turnin Unserv CLIN (N1)
- Turn In AWP (N2)
- Complete (P)
- Ship Serv CLIN (Q)
- Ship UNsrv CLIN (V)
- BER
- Condemn (M)
- REVERSAL

Repair Reports

- Condition Counts
- Repair Actions History
- Awaiting Parts Status
- RTAT Reports
- End Item Production Report
- Contract Master
- DD1348

GFM

- Requisition
- Status of Reqn
- GFM Transactions

Utilities

- Repair Item Maint
- ROD

DAASC ROUTES DOD TRANSACTION DOCUMENTS

DEFENSE LOGISTICS AGENCY

DEFENSE AUTOMATIC ADDRESSING SYSTEM CENTER
LOGISTICS
TELECOMM
SYSTEMS
DAASC

DAASC ROLE IN CRISP

1. AF Returns Repair Part to Rockwell Collins
2. RC Makes Serviceable/ Unserviceable Determination

Air Force Materiel Command (AFMC): AF Logistics Management System (LMS)

DAASC DEBX "Router"

Contractor: Rockwell Collins

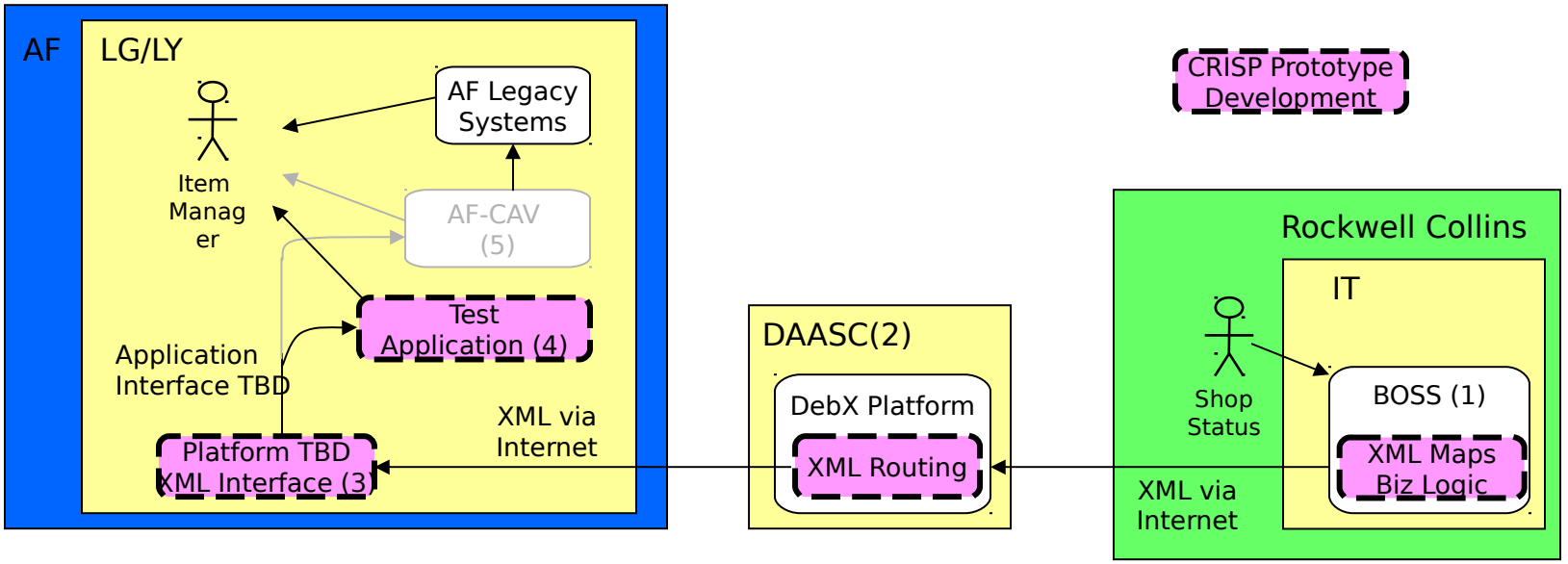
3. SyncRepair ItemStatus — OAGIS XML / HTTPS
4. Confirm BOD — OAGIS XML / HTTPS
5. Get RepairItemStatusList — OAGIS XML / HTTPS
6. List RepairItemStatus — OAGIS XML / HTTPS
7. Confirm BOD — OAGIS XML / HTTPS

Mercator Translator

OAGIS XML Transactions ⟷ X12/MILS/UDF Formats

Future: Additional Contractors

CRISP AF-CAV Prototype Transaction Flow - Phase 2 & 3 Pilot



(1) Upon status change, send on-line XML transaction to DAASC
(2) Route incoming to AF-CAV at AF Center
(3) Receive XML transactions, error handling, & convert to AF-CAV application interface
(4) Test XML interface with Test Application from AF-CAV application interface
(5) Maintain status of repair, user interface, interface to update legacy applications

CRISP PHASE 2 AND PHASE 3 PLAN & SCHEDULE

- Phase 2 – Development (5/2003 – 9/2003)
  - Develop CRISP software
    - Government side (ICF)
    - Contractor side (Rockwell Collins)
  - Lay path for pilot evaluation and broad deployment
- Phase 3 – Pilot Evaluation (9/2003 – 2/2004)
  - End-to-End Business Pilot
  - Business Case
  - Transition Planning

DEPLOYMENT STRATEGY

- Avoid barriers to direct connection
  - Easy for contractors - leverage modern XML capabilities
  - Establish realistic cost baseline
- Investigate new ways of information sharing that would improve contract repair
  - Advanced shipping notice
  - Repair priority
- Develop overall Deployment Strategy for CRISP
  - Services (PM's) get primary benefit, direct IT support, and promote use
  - DAASC owns transaction sets and common access point between DoD and repair contractors

SOFTWARE DEVELOPMENT

Requirements

- Defined overall to-be business process
- Determined requirements to integrate with government and repair contractor applications
- Researched relevant industry XML standards
- Produced high-level solution description
- Presented system requirements to the government and repair contractors for approval

Design

- Developed architectural alternatives for stakeholders for selection
- Developed XML based transaction sets and data elements
- Designed contractor and government-side software
- Developed system test plan
- Previewed technical approach for deployment stakeholders

Implement & Test

- Setup XML based metadata repository – maintain transaction set formats
- Developed and test government and contractor-side software
- Conducted integration testing - Confirm/Repair/Adjust software as required
- Developed system documentation, including: as-built system specification, system administrator's manual and support materials

CRISP XML TRANSCACTIONS

- OAGIS 8.0 chosen as the XML standard (www.openapplications.org)
- Transactions and field elements based on proposed CAV transactions and existing CAV-EDI transactions.
- Pilot transactions include:

Report Repair Item Receipt
Report Repair Item Induction
Report Repair Item Completion
Report Repair Item Shipment
Request Repair Item History
Confirm/Acknowledge

CRISP PHASE III

- **Pilot business evaluation of CRISP**
  - WR-ALC
  - AFMC
  - DAASC
  - Rockwell Collins
- **Plan for broad deployment**
  - Business Case
  - Transition Plan

PHASE III: PILOT BUSINESS EVALUATION

- **Install System & Train Users**
  - Confirm pilot sites
  - Install software and interfaces
  - Conduct user training
  - Conduct operational software test

- **Run Pilot for Demonstration and Evaluation Period**
  - Monitor operations
  - Collect metrics and monitor results
  - Gather user feedback
  - Provide support to users

PHASE III: PLAN FOR BROAD DEPLOYMENT

- **Evaluation**
  - Measure Results
  - Build Cost Benefit Analysis
  - Build (refine) Business Case

- **Transition Planning**
  - Exit interviews
  - Document Lessons Learned
  - Document process to transition into production CAV
  - Transition to CAV team
  - Develop outreach materials to support deployment

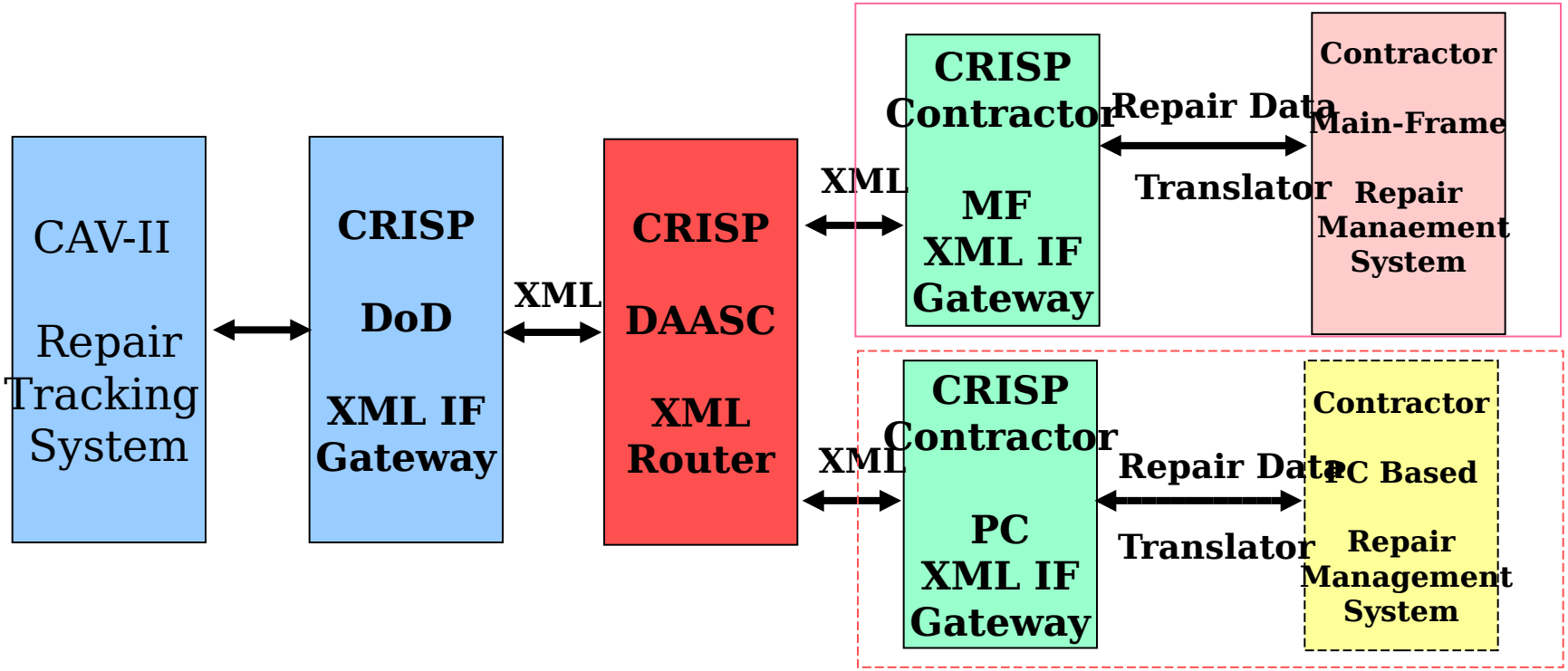
SMALL CONTRACTOR CRISP OPTIONS

The major benefits of CRISP for large contractors can readily be extended to the smaller contractor for automated data exchange for repair data tracking.

Options:

- Provide *PC based repair tracking* with CRISP XML Gateway for automated data exchange.
- Provide *PC Excel based repair tracking* with CRISP XML Gateway for automated data exchange.
- Provide translator for existing repair management system wit XML Gateway for automated data exchange.

CRISP REPAIR DATA XML EXTENDED ARCHITECTURE



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Questions?